

## **A. INTRODUCTION**

This chapter considers the effects of the proposed Lambert Houses project on urban design and visual resources. The proposed project would facilitate the demolition of the Lambert Houses buildings in the Bronx, and the redevelopment of the Development Site with a combination of affordable housing, retail, and a possible school.

Under the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a Development Site. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources followed by a detailed analysis, if warranted, based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed actions.

As described in detail below, the proposed actions would not be anticipated to result in significant adverse impacts to urban design and visual resources.

## **B. PRELIMINARY ASSESSMENT**

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

The proposed project would require, among other actions, the establishment of a new large-scale residential development (LSRD), and zoning authorizations and special permits to allow distribution of total floor area and open space without regard for lot lines or zoning boundaries, variation in front height and setback regulations and the required rear yard setback. Therefore, as the proposed project would result in physical alterations beyond that allowed by existing zoning, it would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for areawide re-zonings that include an increase in permitted floor area or changes in height and setback requirements, general large-scale

developments, or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or when the project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

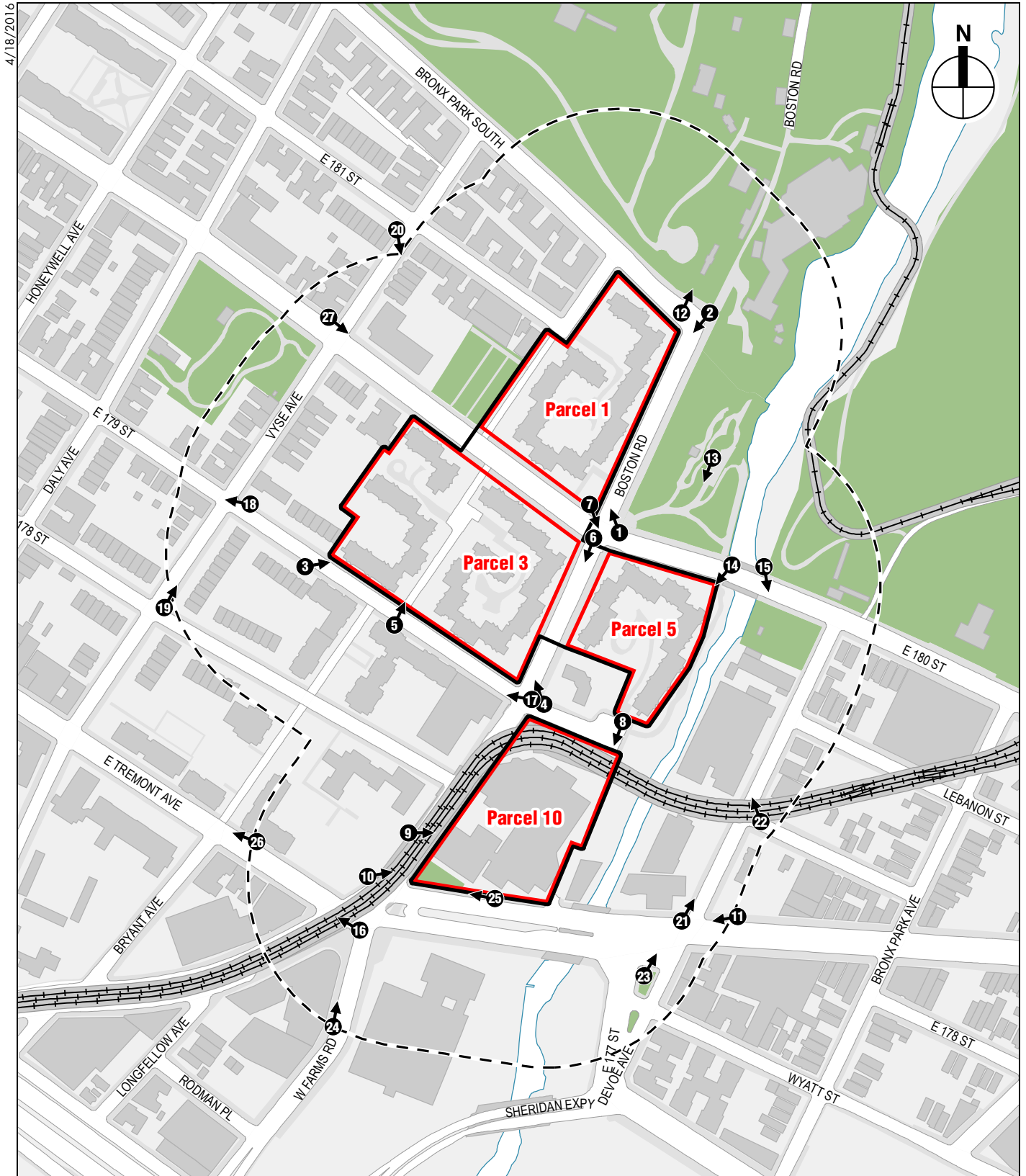
The proposed project would create a new large-scale residential development. Therefore, the proposed project would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

### C. METHODOLOGY

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The land use study area may serve as the initial basis for analysis; however, in many cases where significant visual resources exist, it may be appropriate to look beyond the land use study area to encompass views outside of this area, as is often the case with waterfront sites or sites within or near historic districts.

Consistent with the analysis of land use, zoning, and public policy, the study area for the urban design and visual resources analysis has been defined as the area within 400 feet of the Development Site. This study area roughly extends from the Bronx Park to the north, the east side of Devoe Avenue to the east, East 177th Street to the south, and the west side of Vyse Avenue to the west (see **Figures 8-1 and 8-2**).

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions in the urban design and visual resources assessment, for projects that would result in the construction of large buildings at locations that experience high-wind conditions (such as along the waterfront, or other locations where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. Factors to be considered in determining whether such a study should be conducted include locations that could experience high-wind conditions, such as along the waterfront; size, and orientation of the proposed buildings; the number of proposed buildings to be constructed; and the site plan and surrounding pedestrian context of the proposed project. The Development Site is not on the waterfront or in a location that could experience high-wind conditions. Therefore, an analysis of wind conditions and their effect on pedestrian level safety is not warranted under CEQR.



Urban Design and Visual Resources Reference Map  
**Figure 8-1**





 Development Site  
 Study Area (400-Foot Boundary)

0 500 FEET



## D. EXISTING CONDITIONS

### URBAN DESIGN

#### *DEVELOPMENT SITE*

The Development Site is approximately 11.7 acres in size and includes portions of four blocks in the West Farms neighborhood of the Bronx, just south of the Bronx Zoo. It is roughly bounded by Bronx Park South to the north, the Bronx River and Bronx Street to the east, East Tremont Avenue to the south, and Vyse Avenue to the west. The Development Site contains Parcels 1, 3, 5, and 10 of the Lambert Houses, also referred to as the Bronx Park South Large Scale Residential Development (LSRD) (see **Figure 8-1**, as well as Figure 2-2 for the existing zoning map).<sup>1</sup>

Parcel 1 is located along the west side of Boston Road between East 180th Street and Bronx Park South (see Views 1, 2, and 4 of **Figures 8-3 and 8-4**). This approximately 126,395 sf parcel includes a 6-story residential building approximately 266,850 gsf in size, with a roughly spiral shape. The built FAR of this parcel is approximately 2.11 (compared to the zoning district's maximum allowable FAR of 3.44, 4.8 for community facility); the lot coverage of the parcel is approximately 35 percent. On Bronx Park South and Bryant Avenue, the site is surrounded by a tall metal fence, with a pedestrian exit off Bryant Avenue and East 181st Street; on Boston Road and East 180th Street, the site is bordered by low chain link and metal fences. Lawns and mature trees surround the building, and there is a large landscaped space in the center of the site, as well as a small paved surface parking lot. South of East 181st Street, Bryant Avenue continues as a paved pedestrian/bicycle path south to East 180th Street, directly adjacent to the site.

Parcel 3 (Block 3132, Lot 1) is located directly south of Parcel 1, along the west side of Boston Road between East 179th and East 180th Streets (see Views 3-6 of **Figures 8-3 and 8-4**). Parcel 3 is approximately 197,178 sf in size. It currently contains a 6-story residential building very similar in its spiral arrangement to the building on Parcel 1. It also contains a separate 6-story, L-shaped residential building directly west of the first, and a separate, roughly U-shaped residential building directly south of the L-shaped building. In total, the buildings on this parcel comprise approximately 394,152 gsf of development, and the built FAR of the parcel is approximately 2.00. The lot coverage of the parcel is approximately 35 percent. There are surface parking areas and landscaped areas in the center of and at the perimeter of the site. The parking area is accessed from East 179th and 180th Streets. The site is bordered by a low chain link fence.

Parcel 5 (Block 3140, Lot 7) is located east of Parcel 3 across Boston Road (see Views 6 and 7 of **Figures 8-4 and 8-5**). Parcel 5 contains a U-shaped 6-story residential building approximately 186,996 gsf in size. The site is approximately 79,612 sf in size and is bordered by low chain link and metal fence. The built FAR of this parcel is approximately 2.35; the lot coverage of the parcel is approximately 39 percent. The residential buildings on Parcels 1, 3, and 5 all have the same exterior treatment, with red brick on the lower levels and red stucco above. On the Parcel 5 building, large portions of the red stucco have delaminated. The east side of

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<sup>1</sup> The Bronx Park South Large Scale Residential Development also includes five additional parcels: 6, 7, 8s, 8b, and 9.

Parcel 1 from the northwest corner of  
Boston Road and East 180th Street

1



Parcel 1 from the intersection of  
Boston Road and Bronx Park South

2



Parcel 3, view northeast from  
East 179th Street east of Vyse Avenue

3



Parcels 3 and 1 from Boston Road near  
East 179th Street

4



Parcel 3, view through site from East 179th Street

5



Parcels 3 and 5, view south on  
Boston Road from East 180th Street

6





Parcel 5, looking southeast from  
East 180th Street and Boston Road

7



Parcel 10, north side, from East 179th Street

8



Parcel 10, view from Boston Road

9



## Lambert Houses

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Parcel 5 abuts the Bronx River. There is surface parking on this parcel, accessed from East 179th Street, adjacent to a surface parking area at the rear of the Bronx River Arts Center.

Parcel 10 (Block 3139, Lots 1 and 19) is located south of Parcel 5 on the east side of Boston Road between East Tremont Avenue and East 179th Street (see Views 8 and 9 of **Figure 8-5**). It is approximately 107,825 sf in size. A 2-story, 39,490 gsf commercial building with a large footprint and a 3-level, 378-space public parking structure cover nearly the entire parcel. The commercial building includes a supermarket and from the pedestrian perspective does not appear as one unified structure, given its multiple surface treatments and retail signage. The metal viaduct carrying the 2 and 5 train lines runs above the northern section of the parcel; at ground level, this area is enclosed by a tall chain link fence with razor wire, and is used for surface parking. The built FAR of this parcel is approximately 0.81 (compared to the zoning district's maximum allowable FAR of 2.0); the lot coverage of the parcel is approximately 75 percent.

In total, there is approximately 847,998 gsf of residential development, approximately 39,490 gsf of retail use, and 375 surface parking spaces on the four parcels.

In addition, the Development Site includes Block 3139, Lot 50, a small City-owned triangular parcel at the intersection of East Tremont Avenue and Boston Road (see View 10 of **Figure 8-6**). This area includes a wide concrete plaza with a stepped central area with benches, and a few trees.

### *STUDY AREA*

The main streets in the study area are East Tremont Avenue, East 180th Street, and Boston Road. Pedestrian traffic appears heaviest along these streets, particularly in the area near the Boston Road and East Tremont Avenue intersections, where the West Farms Square/East Tremont Avenue elevated train station is located. There are also two public schools along East Tremont Avenue—P.S. 6, the West Farms School, located west of Bryant Avenue just outside of the study area, and P.S. 214, the Lorraine Hansberry Academy, at the southeast corner of East Tremont Avenue and Boston Road/West Farms Road—which are presumed to be additional generators of local pedestrian traffic. The other streets in the study area are mainly one-way and are less busy. Several are discontinuous; East 181st Street ends at Bryant Avenue; East 179th Street ends at the Bronx River; and East 178th Street ends at Boston Road. The blocks in the study area are mainly roughly rectangular, except where intersected by East Tremont Avenue, which cuts through the study area at a diagonal, further affecting the continuity of study area streets. West of Boston Road, several of the larger blocks are bisected by pedestrian walkways, which provide paths through the large Lambert Houses and West Farms Square developments.

Street furniture in the study area is mainly standard, including cobra-head lampposts and new bus shelters, but also includes some Flatbush Avenue-style lampposts in the portion of the study area near Bronx Park and the Lambert Houses (the Development Site). There is a red metal sculpture in the shape of three intersecting circles and lines in front of the Lorraine Hansberry Academy. Portions of the study area, particularly east of Boston Road, have overhead power lines, and chain link fencing is used throughout the study area to enclose parking areas, community gardens, and underutilized portions of land beneath the train viaduct. There is a planted street median with trees on East Tremont Avenue between Devoe Avenue and Boston Road, as well as wider sidewalks, and a large traffic island with grass and trees at the intersection of Devoe and East Tremont Avenues, surrounded by wide striped areas to provide safe pedestrian crossings (see View 11 of **Figure 8-6**). Near the subway station on Boston Road



City-owned parcel at East Tremont Avenue and  
Boston Road, adjacent to Parcel 10

10



View west on East Tremont Avenue,  
from near Devoe Avenue

11



View toward Bronx Zoo entrance at intersection of  
Boston Road and Bronx Park South

12





and East Tremont Avenue, there are temporary fruit vendor stands and more permanent magazine/convenience stands.

There are several open spaces in the study area. The most notable of these is Bronx Park, a 718-acre “flagship” City park that serves as the home of the Bronx Zoo and the New York Botanical Garden. The southern (Asia Gate) entrance to the Zoo is at the corner of Boston Road and Bronx Park South, marked by a green metal overhead sign with silhouettes of animals (see View 12 of **Figure 8-6**). At the southern end of Bronx Park, adjacent to the Bronx River at East 180th Street, is River Park (see View 13 of **Figure 8-7**). The focus of River Park is the 182nd Street Dam, which forms a wide lake to the north of the park. The park also includes play equipment. Adjacent to Parcel 5 is the West Farms Rapids, a narrow strip of parkland that provides a walkway along the west bank of the Bronx River (see View 14 of **Figure 8-7**). Also in the study area is Vidalia Park, on the south side of East 180th Street between Daly and Vyse Avenues, as well as several community gardens, including River Garden on East 180th Street, adjacent to the Bronx River, and Krystal Community Garden, adjacent to Vidalia Park (see View 15 of **Figure 8-7**). The Old West Farms Soldier Cemetery, while not a public open space, includes a number of mature trees and provides similar visual relief as the area’s parkland. Finally, the area surrounding the Bronx River south of East Tremont Avenue has overgrown vegetation and a number of mature trees, but is inaccessible and surrounded by chain link fencing.

The buildings in the study area are mainly multifamily apartment buildings, particularly to the west of Boston Road. The apartment buildings encompass a range of typologies, ranging from three-story attached rowhouses to 22-story “tower in the park”-style developments. West of Boston Road, these include the Lambert Houses in the Development Site; the 21-story 1010 East 178th Street NYCHA development; and the West Farms Square development, which includes a series of 8 buildings between six and 21 stories in height, in the process of being renovated (see Views 16 and 17 of **Figure 8-8**). These larger developments are generally set back from the streetline with low fences at the site perimeter, and interior areas used for surface parking and landscaped areas. At the West Farms Square development, the redevelopment plan is intended to include the conversion of previously-inaccessible areas to recreational use, including playgrounds. The area below the train viaduct as it runs through blocks is mostly unused and surrounded by chain link fencing.

The westernmost portion of the study area, particularly along Vyse Avenue, is generally characterized by lower-density residential buildings. These include six-story brick apartment buildings; attached 3-story modern rowhouses, clad with siding and set back behind surface parking surrounded by low metal fences; and a set of red brick, bay-front rowhouses on Vyse Avenue north of East 180th Street (see Views 18-20 of **Figures 8-8 and 8-9**). There is a new 7-story red brick apartment building at the northeast corner of East 180th Street and Vyse Avenue. The portion of the study area east of Boston Road is generally more commercial and industrial, and includes low-scale, nondescript auto body repair shop structures and a modern drive-through fast-food restaurant building along Devoe Avenue, as well as a few detached houses clad with siding along East 180th Street across from Bronx Park (see Views 21-23 of **Figures 8-9 and 8-10**). At the southern end of the study area is P.S. 214, the Lorraine Hansberry Academy, a low-scale, large-footprint Brutalist-style structure clad in rough-ribbed concrete block; a large undeveloped lot surrounded by chain link fencing; and a 2-story Howard Johnson hotel, clad in stucco with a stone base (see View 24 of **Figure 8-10**). In general, the buildings in the study area do not form strong streetwalls. Some buildings have large lot coverage, while others—generally the larger residential developments—do not.

River Park, view southwest from within park

13



West Farms Rapids, view from East 180th Street

14



River Garden, view from East 180th Street

15





View west on East Tremont Avenue from Boston Road

16



View southwest on East 179th Street near Boston Road

17



View southwest from  
Vyse Avenue and East 179th Street

18





View north on Vyse Avenue near East 178th Street

19



East side of Vyse Avenue north of East 180th Street

20



View north on Devoe Avenue near East Tremont Avenue

21



West side of Devoe Avenue near East 179th Street

22



North side of East Tremont Avenue,  
west of Devoe Avenue

23



View north on West Farms Road,  
south of East Tremont Avenue

24





The majority of the study area, like the Development Site, is zoned for smaller-scale development, with maximum FARs ranging from up to 3.44 for residential use and 4.8 for community facility use. The southern portion of the study area, to the southeast of Boston Road, is located within a zoning district with a maximum residential FAR of 6.02, which generally produces 14- to 16-story apartment buildings. With a few exceptions including the NYCHA development and the taller portions of the West Farms Square development, buildings in the northern portion of the study area appear to be generally consistent with allowable FARs; buildings in the southern portion of the study area, which was recently rezoned (Crotona Park East/West Farms rezoning, adopted in 2011, CEQR No. 10DCP017X) to encourage new residential and commercial development, appear to be generally smaller than the allowable 6.02 FAR.

### VISUAL RESOURCES

Visual resources are an area's unique or important public view corridors, vistas, or natural or built features. These can include historic structures, parks, natural features (such as rivers), or important views.

#### *DEVELOPMENT SITE*

There are no visual resources within the Development Site. Views from the project sites include: Bronx Park; the metal viaduct carrying the Nos. 2 and 5 trains through the study area; and the adjacent historic resources, the New Tabernacle Baptist Church, the former Peabody Home for Aged and Indigent Women, the Beck Memorial Presbyterian Church, and the Old West Farms Soldier Cemetery.

#### *STUDY AREA*

Within the study area, most views are dominated by the metal train viaduct, as well as the elevated West Farms Square/East Tremont Avenue station at the intersection of East Tremont Avenue and Boston Road (see View 25 of **Figure 8-11**). Views east on East 180th Street include the communications tower near Bronx Park Avenue. Views west on East Tremont Avenue include the taller buildings of the West Farms Square development and the 1010 East 178th Street NYCHA development west of Boston Road, as well as the historic P.S. 6 West Farms, raised above street level on a stone retaining wall (see Views 16 and 17 of **Figure 8-8**, and View 26 of **Figure 8-11**). Views north on Vyse Avenue and on Boston Road from north of East 179th Street are of Bronx Park, including the signage for the Bronx Zoo entrance where Boston Road meets Bronx Park South (see View 12 of **Figure 8-6**). Views east on East 181st Street and views west on East 180th Street east of Boston Road are of the Phipps Lambert houses. Views east on East 180th Street include the tower of the Beck Memorial Presbyterian Church (see View 27 of **Figure 8-11**).

### E. THE FUTURE WITHOUT THE PROPOSED PROJECT

Absent the proposed actions, the proposed Development Site will continue in active use as in the existing condition.

Two development projects are expected to be completed within the 400-foot study area by the 2029 analysis year; 1932 Bryant Avenue, which will include affordable housing units, retail use, and a pre-kindergarten facility, and 1939 West Farms Road, which will include affordable



View west on East Tremont Avenue near Boston Road

25



View east on East Tremont Avenue near Bryant Avenue

26



View east on East 180th Street near Vyse Avenue

27



housing and retail uses. Both developments are located in the southern portion of the study area, and by bringing new uses and buildings to sites that are currently vacant land and a vacant parking structure, would be expected to activate the pedestrian experience on surrounding streets, and enhance the visual character of the study area. 1932 Bryant Avenue is located in the existing boundaries of the Bronx Park South LSRD (Parcel 9). Parcel 9, as well as the other parcels of the existing Bronx Park South LSRD not included in the Development Site (Parcels 6, 7, 8a, and 8b), is proposed to become a new LSRD based on a separate action sponsored by the Association of New York Catholic Homes (see Chapter 1, “Project Description”).

## **F. THE FUTURE WITH THE PROPOSED PROJECT**

### **URBAN DESIGN**

#### *DEVELOPMENT SITE*

##### *Parcel 1*

In the future with the proposed project, Parcel 1 would be separated into two blocks by the creation of a new, private road for vehicular and pedestrian traffic between Bryant Avenue and Boston Road, as a continuation of East 181st Street; and the development of the pedestrian/bicycle path that currently serves as a continuation of Bryant Avenue south of East 181st Street to East 180th Street as a new, private road.

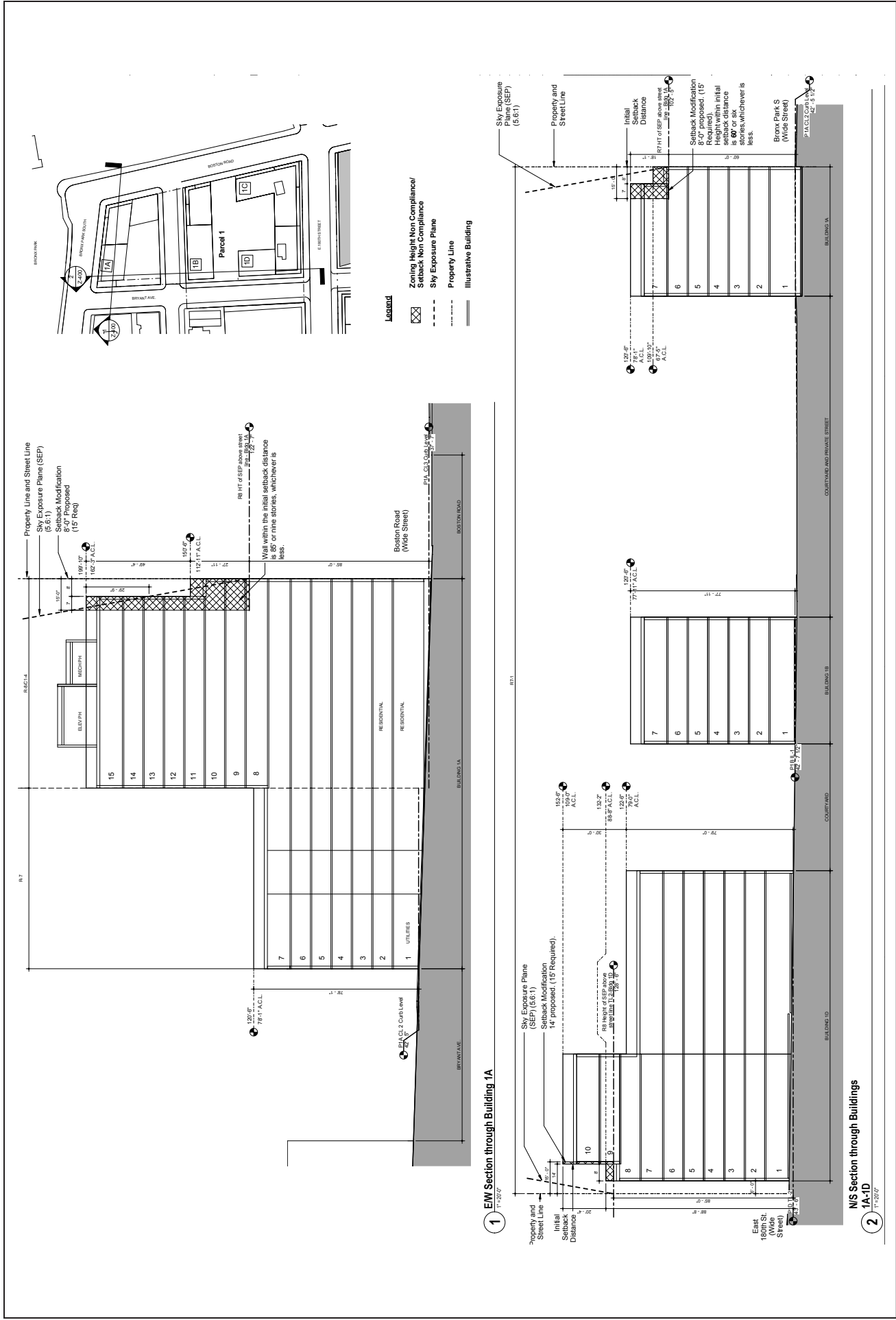
Parcel 1 would be redeveloped with four new residential buildings (Buildings 1A, 1B, 1C, and 1D). Building 1A would be on the northern portion of Parcel 1; it would be 148,846-gsf in size and L-shaped in plan, with 7- and 8-story portions flanking a 15-story tower at the corner of Bronx Park South and Boston Road. The residential entrance to Building 1A would be on the southern side of the building, from the new, private road. The southern portion of Parcel 1 would be redeveloped with a new approximately 114,473-gsf, rectangular-plan building (Building 1B) with a 7-story portion facing the continuation of Bryant Avenue, and an 11-story portion facing Boston Road; and two contiguous buildings (Buildings 1C and 1D) in a U-shaped plan, facing East 180th Street. Building 1C would be 13 stories in height and approximately 178,363 gsf in size; Building 1D would be approximately 101,795 gsf in size and would have a 7-story portion facing the continuation of Bryant Avenue, and a 10-story portion facing East 180th Street. The Boston Road frontages of Buildings 1A and 1C would include ground floor spaces for retail or community facility use. The main residential entrance to Building 1C would be from Boston Road, and the main residential entrances to Building 1B and Building 1D would be from the interior of the site; however, separate entrances to maisonette units would be available on the new private roads and on East 180th Street. In total, Parcel 1 would have approximately 543,477 gsf of development and buildings ranging in height from 7 to 15 stories (roughly 71 to 169 feet, including mechanical bulkheads).

As illustrated in **Figures 8-12 and 8-13**, the new buildings on Parcel 1 would have areas of front height and setback encroachment along Bronx Park South, Boston Road, and East 180th Street, as well as areas of sky exposure plane non-compliance, requiring variations in the front height and setback regulations and permitted penetration of the sky exposure plane within the new LSRD.



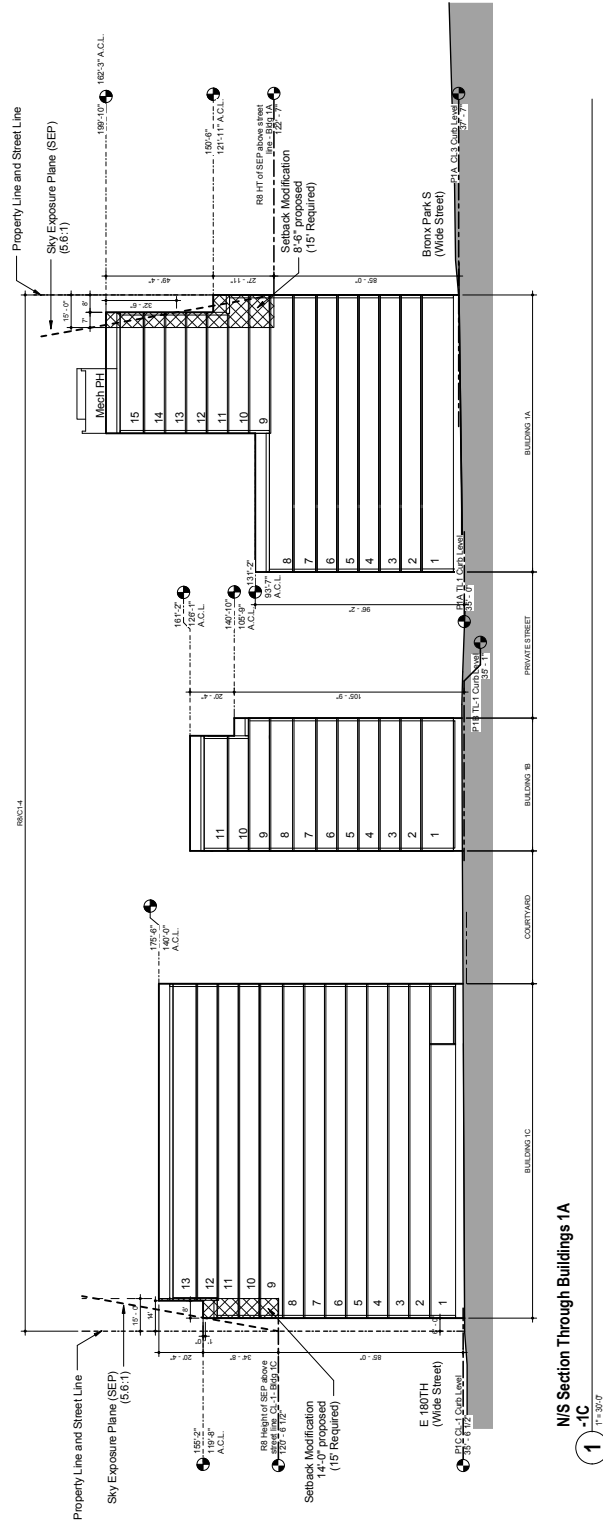
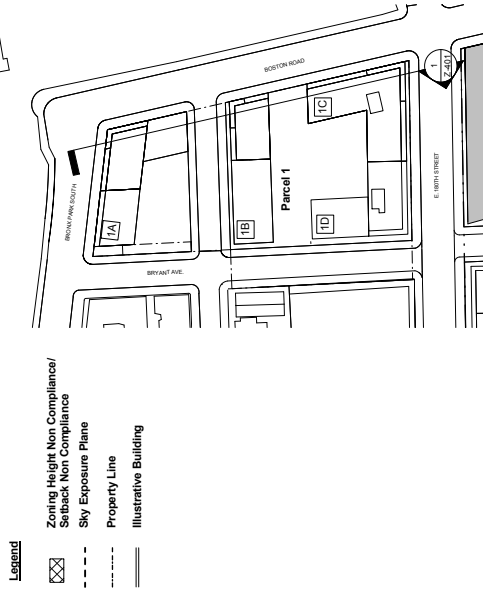


Parcel 1 Waiver Plan  
**Figure 8-12**



Source: Dattner Architects






Parcel 1 Sections  
Figure 8-13b

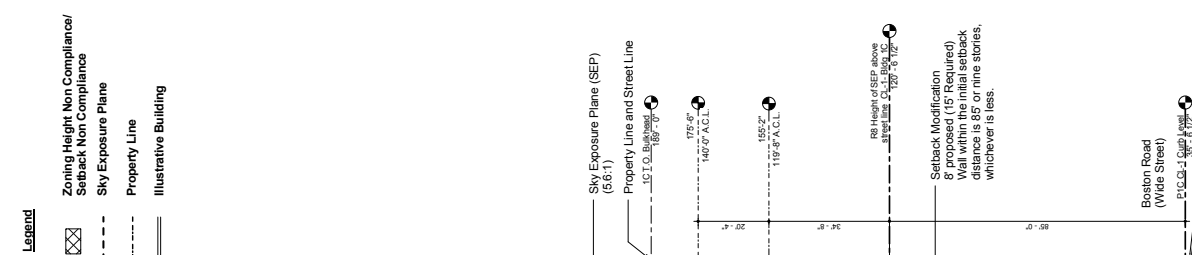
PHIPPS LAMBERT HOUSES



	<b>Zoning Height Non Compliance/ Setback Non Compliance</b>
	<b>Sky Exposure Plane</b>
	<b>Property Line</b>
	<b>Illustrative Building</b>

Parcel 1 Sections  
Figure 8-13c



Parcel 1 Sections  
Figure 8-13d

### *Parcel 3*

Parcel 3 would be redeveloped with six new residential buildings (Buildings 3A, 3B, 3C, 3D, 3E, and 3F), totaling approximately 809,605 gsf. The eastern portion of Parcel 3 would be redeveloped with two contiguous buildings (Buildings 3B and 3C) in a U-shaped plan, facing East 180th Street; Building 3B would be 94,965 gsf in size and 10 stories in height; Building 3C would be approximately 149,846 gsf in size and 8 stories tall along East 180th Street, with a 13-story portion at the corner of East 180th Street and Boston Road. Building 3C would include ground-floor space for retail or community facility use at the corner of East 180th Street and Boston Road. The main residential entrances to Buildings 3B and 3C would be from the interior of the site, with separate maisonette entrances from East 180th Street.

South of Building 3C would be Building 3D, an approximately 173,125-gsf building with an L-shaped plan. Building 3D would have 8- and 9-story portions facing Boston Road and East 179th Street, flanking a 14-story portion at the corner of Boston Road and East 179th Street. The building would include ground-floor space for retail or community facility use along Boston Road and East 179th Street. The main residential entrance to the building would be from Boston Road, with separate entrances to maisonette units from East 179th Street.

To the west of Building 3D would be Building 3E, an approximately 83,092 gsf, 6- and 8-story building with a rectangular plan. The long side of the building would be oriented toward a new private road extending north-south between East 180th and 179th Streets, as a continuation of Bryant Avenue. The main residential entrance to the building would be from the interior of the site, with separate entrances to maisonette units from the new private road.

The new, private road would separate Parcel 3 into two sections. On the north side of the west section would be Building 3A, an approximately 162,241 gsf structure with an L-shaped plan. Building 3A would have a 13-story section facing East 180th Street, a 16-story section facing the new private road, and an 18-story tower at the corner of East 180th Street and the new private road. The main residential entrance to Building 3A would be from the new private road. South of Building 3A on the west section of Parcel 3 would be Building 3F. Building 3F would be approximately 146,335 gsf in size and 7- and 8-stories in height. The main residential entrance to Building 3F would be from the interior of the site, however, there would also be separate entrances to maisonette units from both the new private road and East 179th Street.

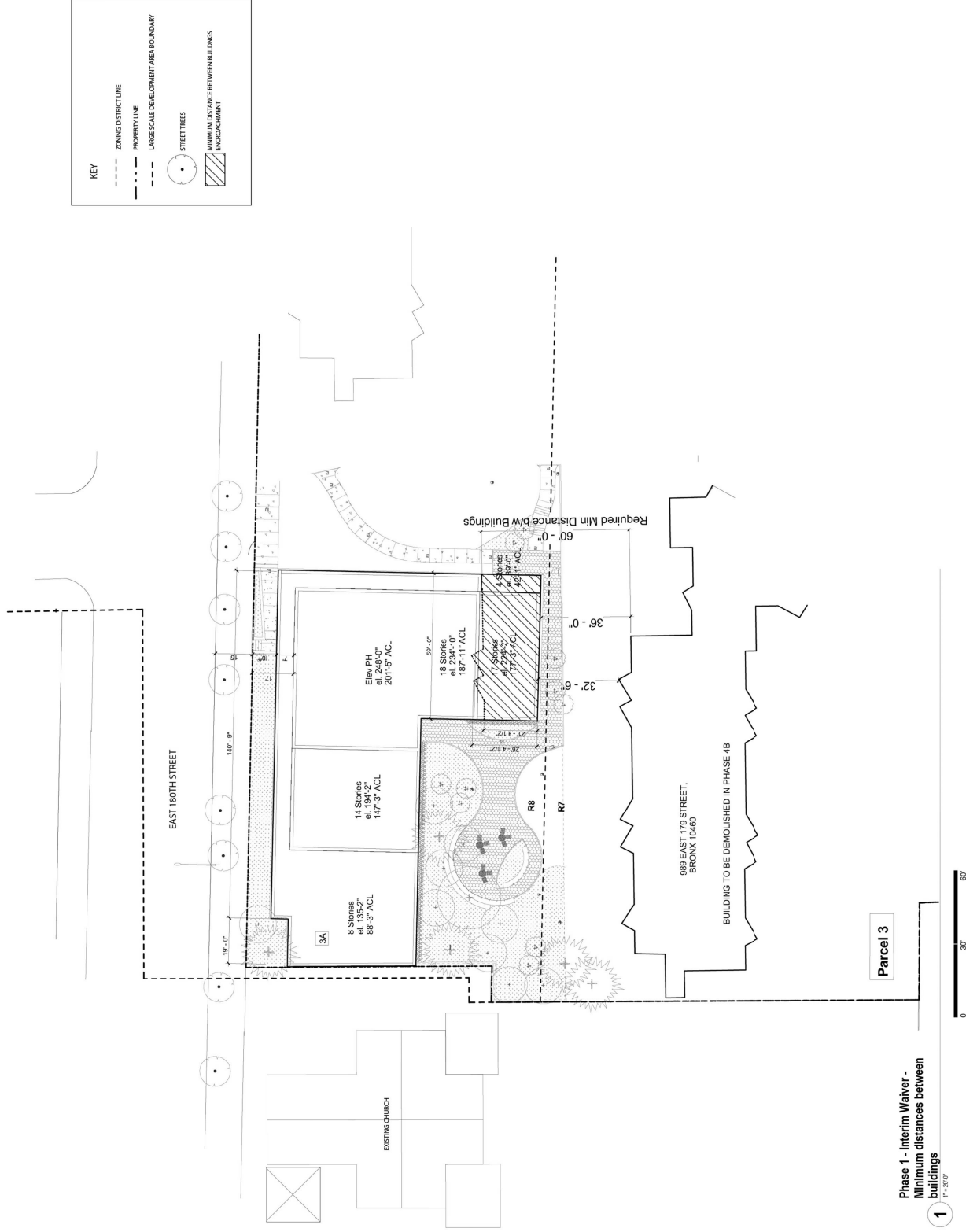
In total, Parcel 3 would have approximately 809,605 gsf of development and buildings ranging in height from 6 to 18 stories (roughly 60 to 199 feet, including mechanical bulkheads).

As illustrated in **Figures 8-14 and 8-15**, the new buildings on Parcel 3 would have areas of front height and setback encroachment along East 179th and 180th Streets and Boston Road, as well as areas of sky exposure plane non-compliance, requiring variations in the front height and setback regulations and permitted penetration of the sky exposure plane within the new LSRD.

### *Parcel 5*

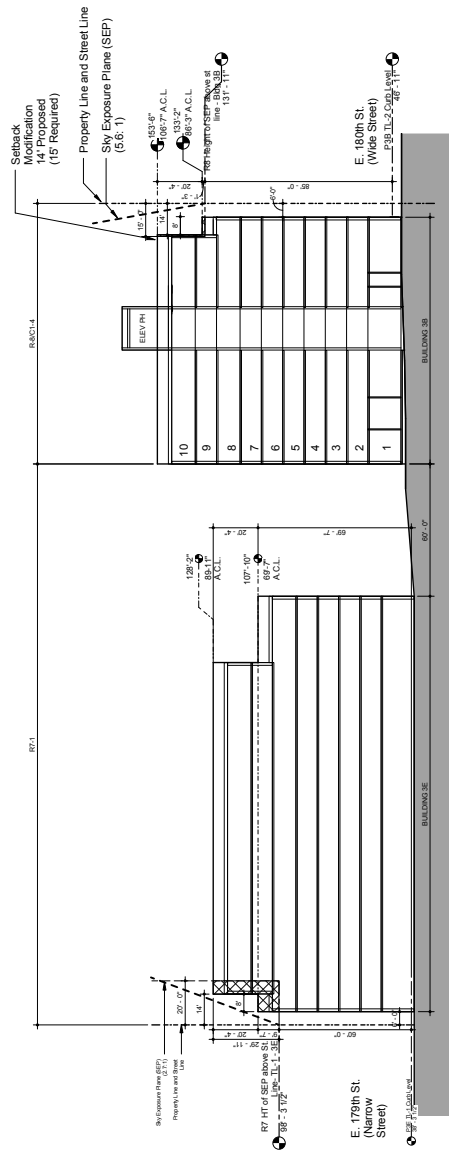
In the future with the proposed project, Parcel 5 would be redeveloped with two new residential buildings (Buildings 5A and 5B). Buildings 5A and 5B would be contiguous and together would have a U-shaped plan. Building 5A would be approximately 180,872 gsf in size and would have a 13-story section facing East 180th Street, a 14-story section facing Boston Road, and a 16-story tower at the corner of Boston Road and East 180th Street. The main residential entrance to Building 5A would be from Boston Road, with separate entrances to maisonette units from East 180th Street. Building 5B would be approximately 151,052 gsf in size and would have 7- and 8-





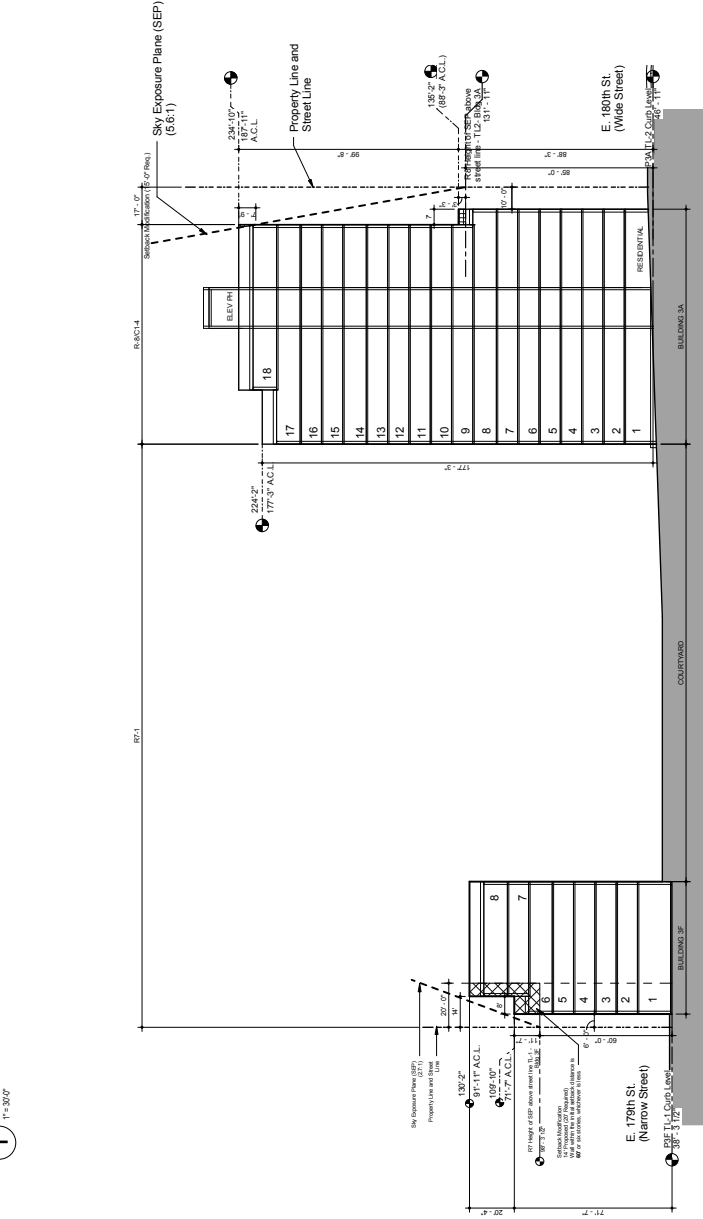
Parcel 3 Waiver Plan  
Figure 8-14

PHIPPS LAMBERT HOUSES



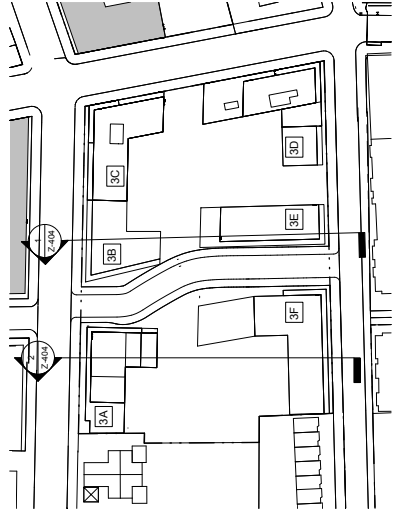
1 NS Section Through Buildings 3B & 3E

1  
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2 Building 3A Section NS

2  
T=302'0"

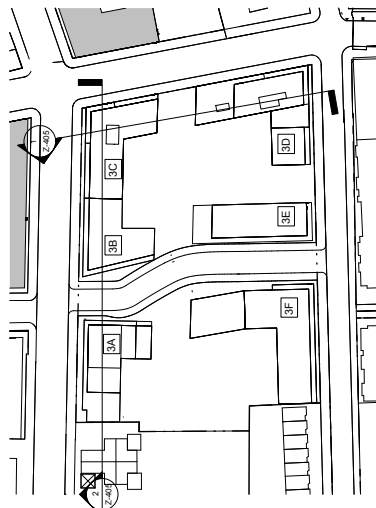


Legend

- Zoning Height Non Compliance/Sky Exposure Plane
- Sky Exposure Plane
- Property Line
- Illustrative Building

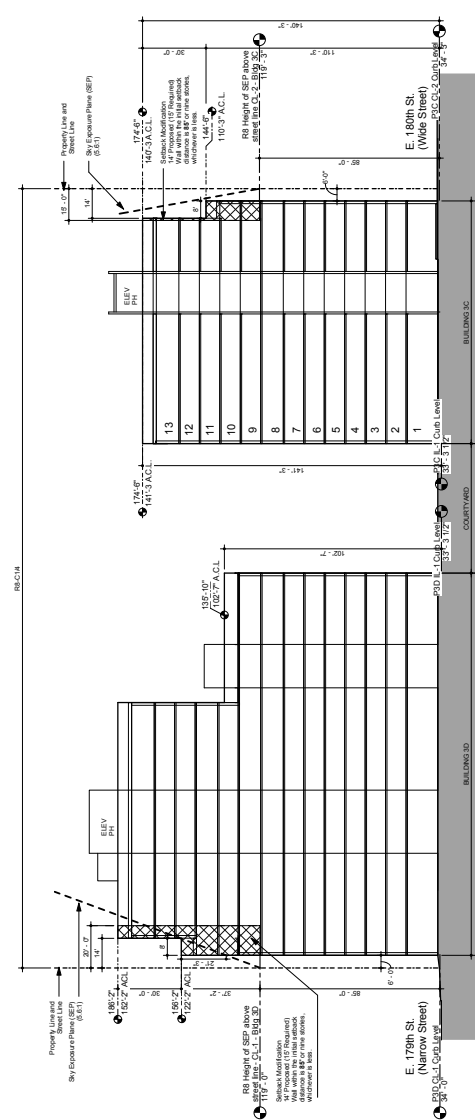
Parcel 3 Sections  
Figure 8-15a

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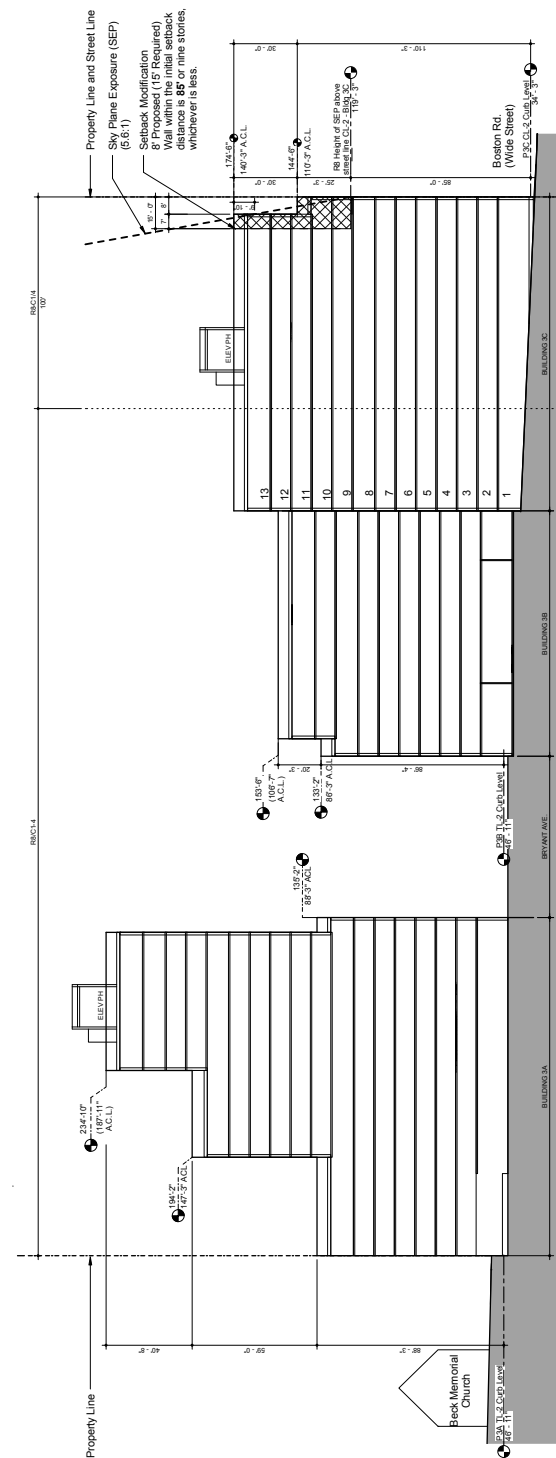


6 Key Plan Parcel 3  
T=100'-0"

- Legend
- ☒ Zoning Height Non Compliance/  
Setback Non Compliance
  - - - Sky Exposure Plane
  - - - Property Line
  - Illustrative Building



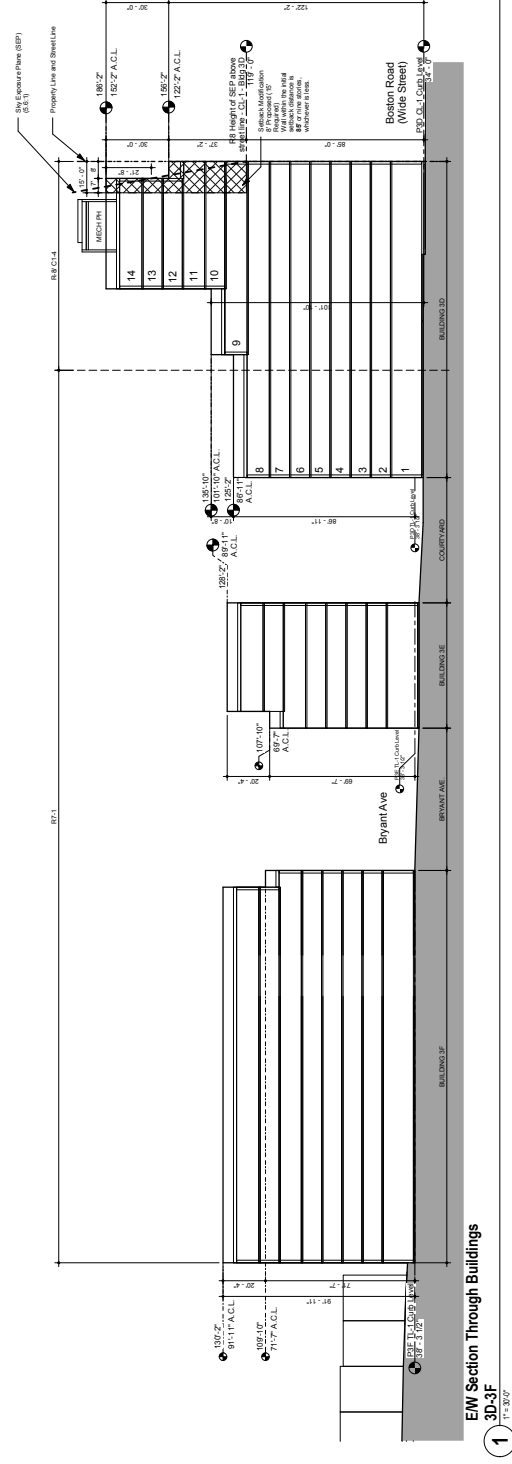
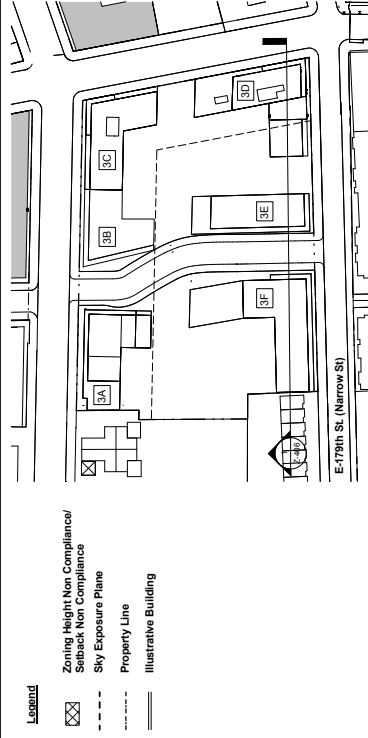
1 N/S Section Through  
Buildings 3C & 3D  
T=100'-0"



2 E/W Section Through Buildings  
3A-3C  
T=100'-0"

Parcel 3 Sections  
Figure 8-15b





### Parcel 3 Sections

story sections flanking a 10-story tower at the corner of the building, along East 180th Street adjacent to the Bronx River. The main residential entrance to Building 5B would be from the interior of the site, with separate entrances to maisonette units from East 180th Street.

In total, Parcel 5 would have approximately 331,924 gsf of development and buildings ranging in height from 7 to 16 stories (roughly 74 to 184 feet, including mechanical bulkheads).

As illustrated in **Figures 8-16 and 8-17**, the new buildings on Parcel 5 would have areas of front height and setback encroachment along Boston Road and East 180th Street, as well as areas of sky exposure plane non-compliance, requiring variations in the front height and setback regulations and permitted penetration of the sky exposure plane within the new LSRD.

#### *Parcel 10*

Parcel 10 would be developed with Building 10A, a new approximately 146,477 gsf structure with a roughly rectangular plan, oriented with its long side along East Tremont Avenue. The building would have a base height of five stories, and the upper portion would step up toward the east, increasing from nine to 16 stories, so as to step back from the elevated subway tracks along Boston Road. Building 10A would have ground-floor retail space.

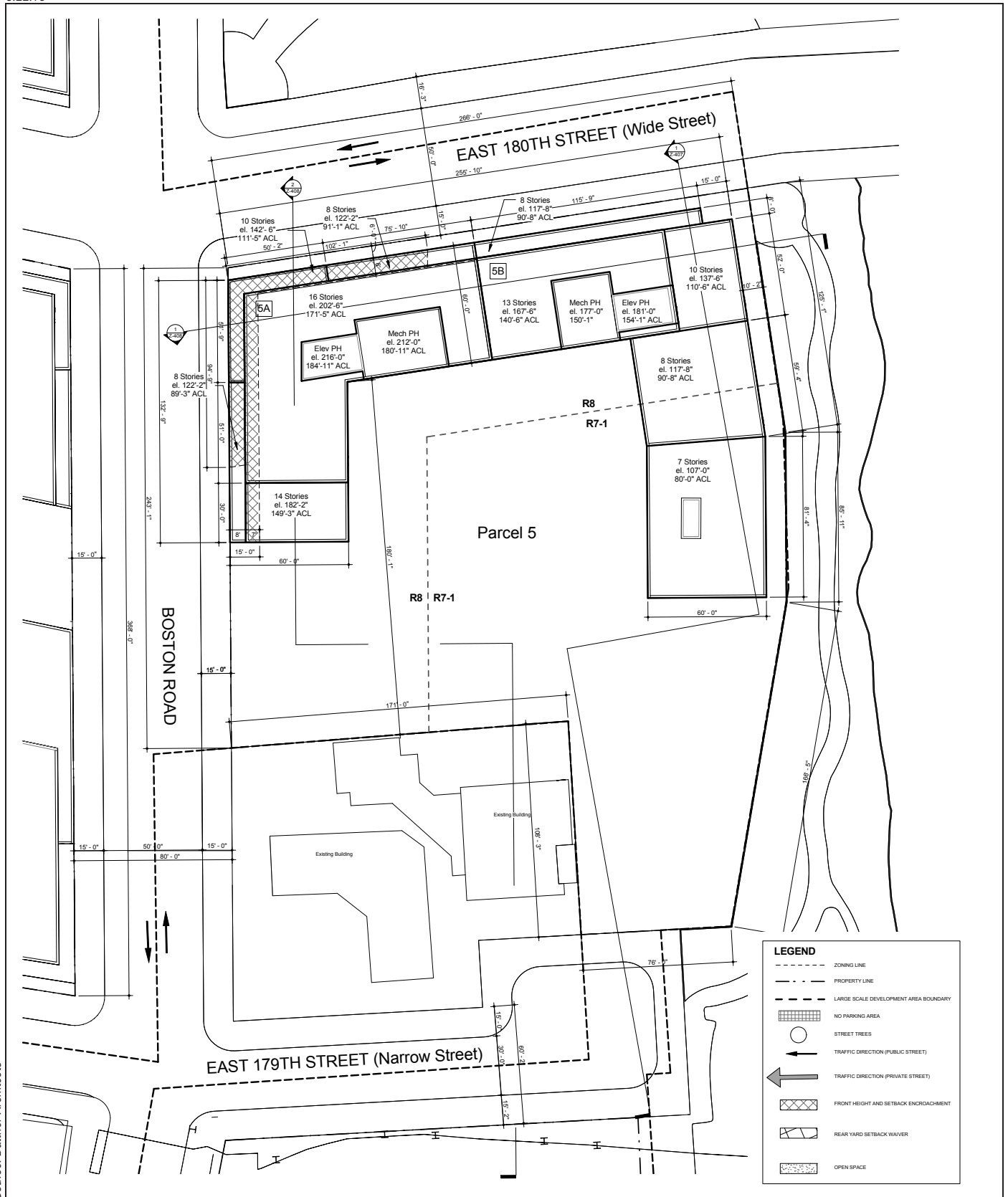
On Boston Road north of East Tremont Avenue, there would be retail space in a one-story portion of the new building. Approximately 50 accessory parking spaces would be located on the roof of this retail space. North of this retail space, occupying a one-story space north to the elevated tracks, would be a proposed supermarket use. In addition, the triangular parcel at the intersection of East Tremont Avenue and Boston Road (Lot 50), which currently contains a wide concrete plaza, would be demapped. The plaza area would be reduced in size, from approximately 0.10 acres to approximately 0.04 acres, but would be redesigned. The remainder of this parcel would be built upon as part of the new development.

As illustrated in **Figures 8-18 and 8-19**, the new building on Parcel 10 would have areas of front height and setback encroachment along Boston Road and Tremont Avenue, as well as areas of sky exposure plane non-compliance, requiring variations in the front height and setback regulations and permitted penetration of the sky exposure plane within the new LSRD.

At the eastern edge of Parcel 10, where the Bronx River Greenway intersects with East Tremont Avenue, SCA will have the option to acquire land to construct a new school. If constructed, the new school would have approximately 84,726 gsf of floor area. If the school is not constructed, this portion of Parcel 10 would be developed with a five-story residential building approximately 59,200 gsf in size.

See Figures 1-4 through 1-11 for site and open space plans, massing diagrams, and a streetscape elevation showing the proposed development.

In general, the urban design of the Development Site in the future with the proposed project would differ from current/No-Action conditions in several ways. The new buildings within the Development Site would be built with more rectilinear footprints and closer to the lot lines of the site than the existing buildings, and thus would create cohesive street frontages and stronger streetwalls throughout the Development Site. These stronger streetwalls would be expected to enhance the pedestrian experience along adjacent sidewalks. At roughly 6 to 18 stories (excluding the shorter commercial development on Parcel 10), the height of the new buildings within the Development Site would also be considerably taller than the existing development, which is nearly uniformly 6 stories. While the proposed buildings would be taller than the existing buildings within the Development Site, they would not be taller than the tower

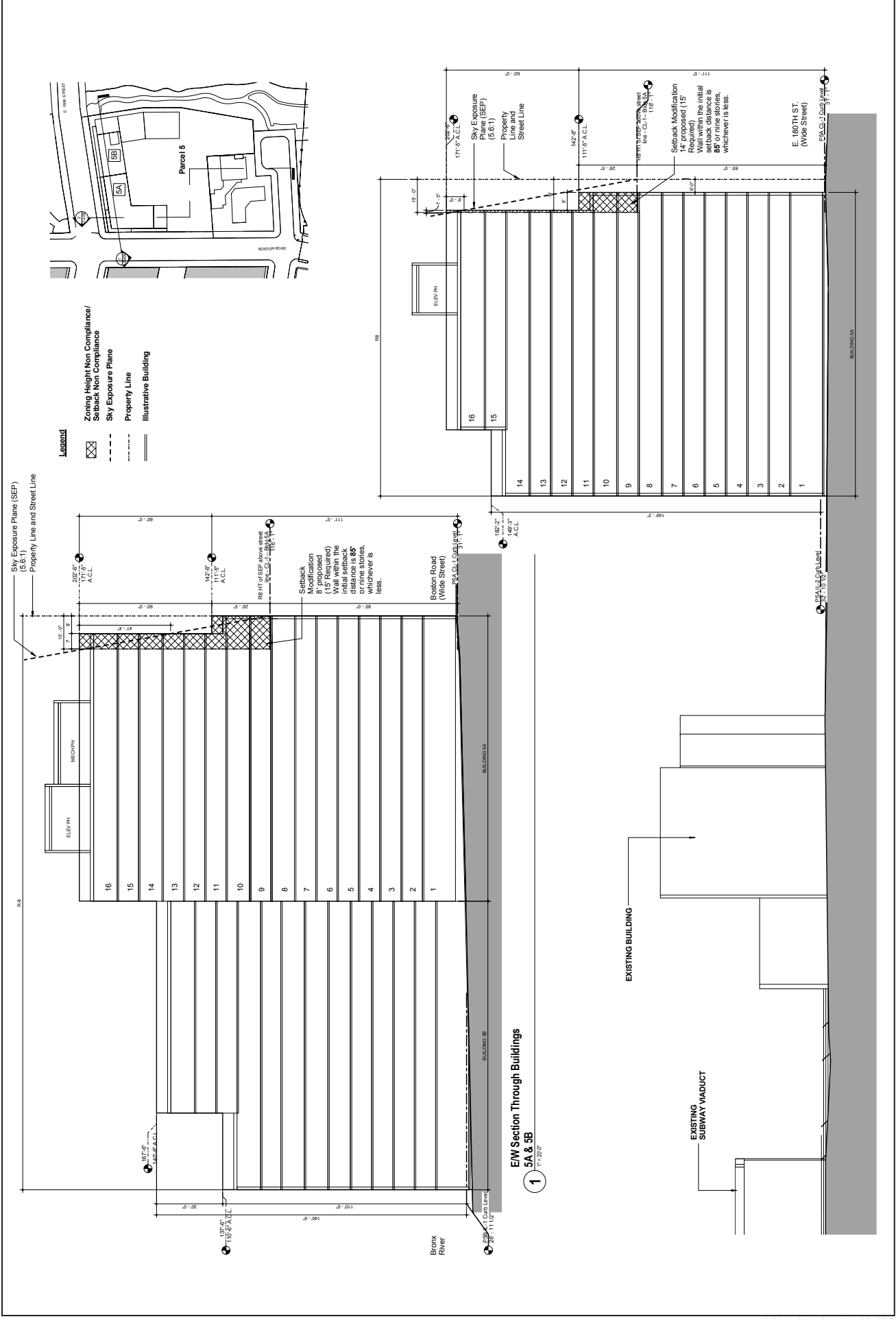


Parcel 5 Waiver Plan  
Figure 8-16





### Parcel 5 Sections

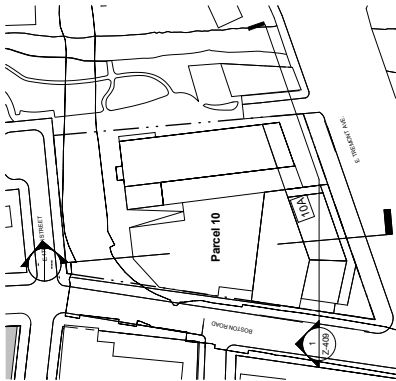


Parcel 5 Sections  
Figure 8-17b

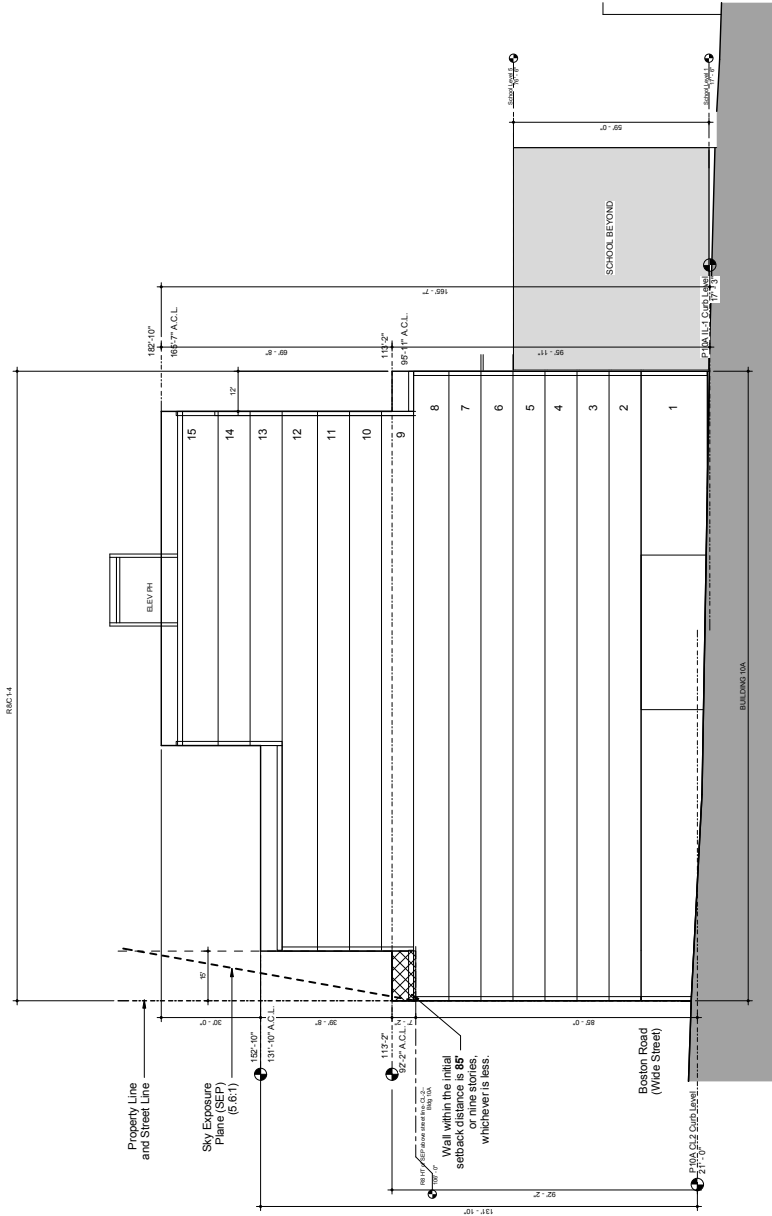


### Parcel 10 Waiver Plan

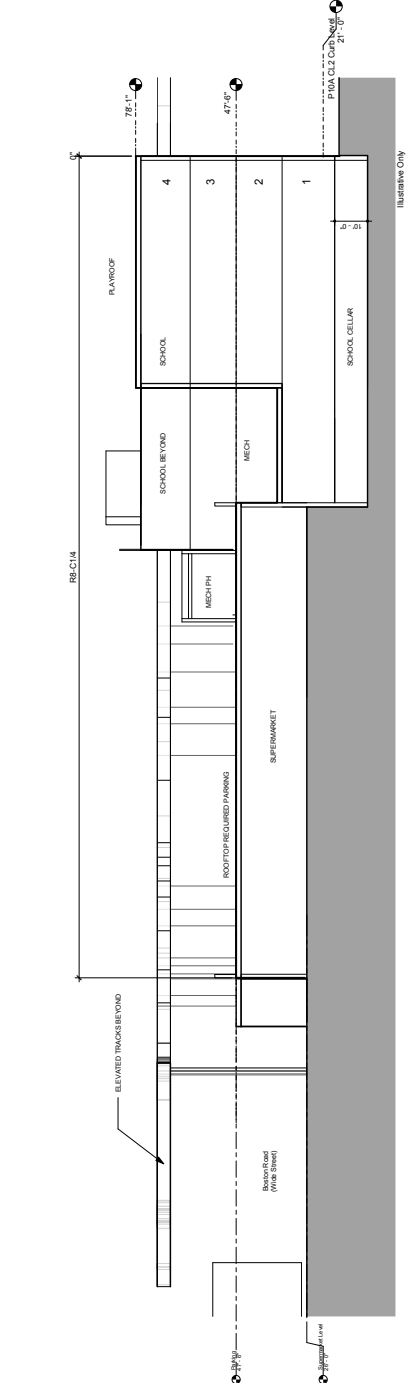




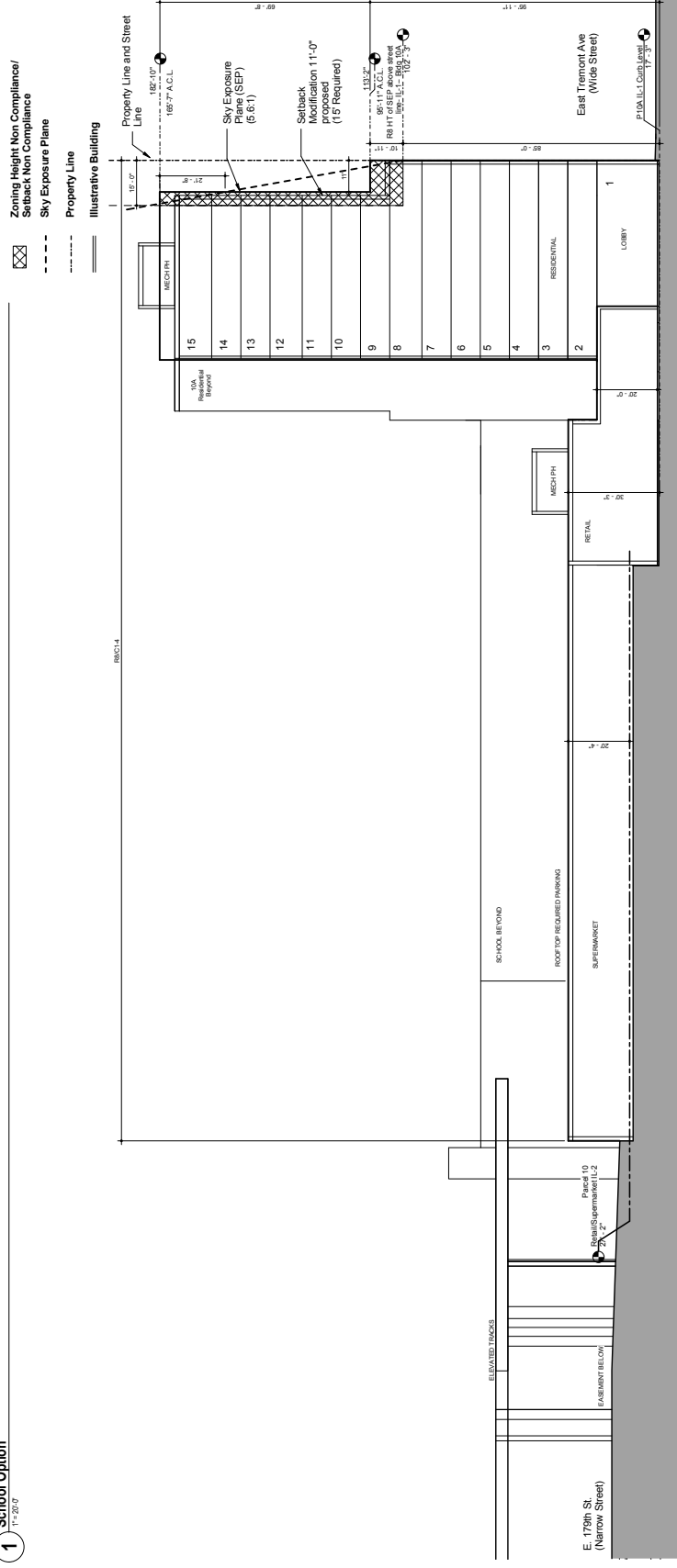
- Legend**
- Zoning Height Non Compliance/ Setback Non Compliance
  - Sky Exposure Plane
  - Property Line
  - Illustrative Building



Parcel 10 Sections  
Figure 8-19a



①



2

developments in the study area, as described below. The uses of the Development Site buildings would remain generally the same as in existing/No-Action conditions, with a small addition of retail and community facility space along the Boston Road corridor. In addition, interior courtyards on Parcels 1, 3, and 5 would continue to be available as private open space for building residents, and this open space would be improved in comparison to the existing/No-Action condition.

Upon completion of the proposed project, the built FAR of the parcels would be approximately 4.17 on Parcel 1, 3.98 on Parcel 3, 4.04 on Parcel 5, and 1.27 on Parcel 10, compared with the existing/No-Action condition, where the built FAR on the parcels is approximately 2.18 on Parcel 1, 2.04 on Parcel 3, 2.51 on Parcel 5, and 0.52 on Parcel 10. The lot coverage of the parcels would be approximately 43 percent on Parcel 1, 41 percent on Parcel 3, 36 percent on Parcel 5, and 68 percent on Parcel 10, compared with the existing/No-Action condition, where the lot coverage on the parcels is approximately 35 percent on Parcels 1 and 3, 39 percent on Parcel 5, and 75 percent on Parcel 10.

The proposed development on the Development Site would be subject to the use, bulk, height, and setback regulations of the LSRD. As described above, the proposed project also requires zoning authorizations and special permits to allow distribution of total floor area, open space, and number of dwelling units permitted by the applicable district regulations without regard for lot lines or zoning district boundaries; variation in front height and setback regulations and the required rear yard setback for tall buildings; and minor variations in the height and setback regulations on the periphery of the LSRD. These actions are intended to create a site plan and building layout and design that the project applicant considers to be superior to what would be allowed as-of-right under the current LSRD and proposed zoning districts. The proposed site plan also would have fewer points of access/egress than the existing/No-Action condition, and thus is considered to provide better site security. The proposed project also will reintroduce the street grid in areas where streets had been demapped, as well as accessory parking for the residents. These private streets would be designed to have the same appearance as public streets in the area, with sidewalks, street trees, and lighting. As the project is built out over time, the landscape plans for each parcel will require certification from the Chair of the New York City Planning Commission (CPC). These proposed actions would not have a significant adverse effect on the pedestrian experience of the urban design of the Development Site, but rather would be expected to create strong streetwalls, which would enhance the pedestrian experience. In addition, the proposed actions would reintroduce the street grid in areas where streets had been demapped as part of the previous urban renewal plan. East 180th Street would be extended through the Development Site between Bryant Avenue and Boston Road as a privately-owned street segment open to traffic and pedestrians, as would the segments of Bryant Avenue between East 179th and 181st Streets that were previously demapped. The currently-demapped portions of Bryant Avenue and East 181st Street would be restored as private thoroughfares for vehicular and pedestrian traffic, as well as accessory parking for the residents.

### *STUDY AREA*

The proposed project would not result in any changes to buildings, natural features, open spaces, or streets in the study area. In comparison with the No-Action condition, the proposed project would notably alter the visual character of the surrounding area, but this character is already changing through the buildings currently under construction and renovation. The proposed project also would enhance the visual character of the project sites as compared to existing/No-Action conditions, and thus would enhance the pedestrian experience of the neighborhood.



Furthermore, the proposed development is intended to enhance the urban design and visual character of the surrounding area.

The proposed project also has been designed to restore the density of the pre-urban renewal development of the neighborhood. As described above, the Development Site is underdeveloped, with less floor area than even the current zoning districts allow, and less density than much of the surrounding neighborhood, which has maximum allowable FARs ranging from 2.43 to 6.02 for residential, and 4.8 to 6.0 for community facilities. Buildings in the northern portion of the study area appear to be generally consistent with these allowable FARs, with a few overbuilt exceptions including the NYCHA development and the taller portions of the West Farms Square development. At built FARs of 1.27-4.17, the density of the new development within the Development Site would not be out of scale compared to the surrounding area. The lower portions of the proposed buildings would be consistent with some of the shorter apartment buildings in the surrounding area, and the taller portions of the proposed buildings would be most consistent with the NYCHA and West Farms Square towers. The proposed project would create strong streetwalls and improve the Development Site's open spaces, which would enhance the pedestrian experience in the surrounding area. The proposed project will reintroduce the street grid in areas where streets had been demapped as part of the previous urban renewal plan, providing continuations of Bryant Avenue and East 180th Street through and adjacent to the Development Site.

The proposed project would potentially introduce a new school use to the Development Site compared with existing/No-Action conditions, but this use would be compatible with the existing uses in the study area. The proposed residential and retail uses would be consistent with the uses currently in the surrounding study area, and the retail and community facility uses also would be expected to activate the streetscape along Boston Road.

## **VISUAL RESOURCES**

### *DEVELOPMENT SITE*

As described above, there are no visual resources within the Development Site. Views from the Development Site would continue to include Bronx Park, the train viaduct, and adjacent historic resources. By reintroducing portions of the street grid on Bryant Avenue and East 180th Street as private thoroughfares, new view corridors would extend through these portions of the Development Site, creating a sense of openness within the Development Site and allowing east-west views across the entire site from Vyse Avenue to the Bronx River.

### *STUDY AREA*

In the future with the proposed project, study area views to the Development Site would now include new, taller buildings than in existing/No Action conditions. The addition of new, taller buildings within the Development Site would alter certain views in the surrounding area. The new buildings would change the immediate context of the Bronx Park, as well as nearby historic resources. This change to context would not result in any significant adverse impacts, as the buildings and park would continue to be visible from existing nearby vantage points. Therefore, newer, taller buildings within the Development Site would not be expected to significantly adversely affect the pedestrian's experience of the study area.

With the proposed actions, views from within the study area would continue to be dominated by the train viaduct, as well as the taller buildings of the West Farms Square and 1010 East 178th

Street developments. Views along Boston Road and East 179th and East 180th Streets would experience the most changes with the proposed actions.

The proposed project would not partially or totally block a view corridor or a natural or built visual resource. Therefore, the proposed project would not be expected to significantly adversely affect the context of natural or built visual resources, or any view corridors.

### **CONCLUSION**

As detailed above, the new buildings within the Development Site would be built with more rectilinear footprints and closer to the lot lines of the site than the existing buildings, and thus would create cohesive street frontages and stronger streetwalls throughout the Development Site. These stronger streetwalls would be expected to enhance the pedestrian experience along adjacent sidewalks. The proposed project would not result in any changes to buildings, natural features, open spaces, or streets in the study area. The proposed project would notably alter the visual character of the study area, but this character is already changing through the buildings currently under construction and renovation in the No-Action condition. At built FARs of 1.27-4.17, the density of the new development within the Development Site would not be out of scale compared to the surrounding area. The lower portions of the proposed buildings would be consistent with some of the shorter apartment buildings in the surrounding area, and the taller portions of the proposed buildings would be most consistent with the NYCHA and West Farms Square towers. The proposed project would create improve the Development Site's open spaces, which would enhance the pedestrian experience in the surrounding area, and would reintroduce the street grid in areas where streets had been demapped.

The proposed project would not partially or totally block a view corridor or a natural or built visual resource. The addition of new, taller buildings within the Development Site would alter certain views in the surrounding area. The new buildings would change the immediate context of the Bronx Park, as well as nearby historic resources. This change to context would not result in any significant adverse impacts, as the buildings and park would continue to be visible from existing nearby vantage points.

In conclusion, the proposed project would not significantly adversely affect urban design or visual resources. \*